



TRANSPORTATION ADVISORY COMMITTEE
Minutes of March 20, 2013
2:00 p.m., Greensboro, NC

Plaza Level Conference Room
Melvin Municipal Office Building

ATTENDANCE

Robbie Perkins	<i>TAC Chair, City of Greensboro</i>	Adam Fischer	<i>GDOT</i>
T. Dianne Bellamy-Small	<i>TAC Member, City of Greensboro</i>	Mike Mills	<i>NCDOT Div. 7</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Tyler Meyer	<i>GDOT/MPO</i>
Mike Fox	<i>TAC Member, NCDOT BOT</i>	Scott Rhine	<i>PART</i>
Marikay Abuzuaiter	<i>TAC Member, City of Greensboro</i>	Michael Abuya	<i>NCDOT/TPB</i>
Dena Barnes	<i>TAC Member, Town Representative</i>	Bill Marley	<i>FHWA</i>
Zack Matheny	<i>TAC Member, City of Greensboro</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Kirk Perkins	<i>Former TAC Member</i>	Craig McKinney	<i>GDOT/MPO</i>
Cheryl McQueary	<i>NCDOT BOT</i>	Daniel Amstutz	<i>GDOT/MPO</i>
Bill Greene	<i>Town of Pleasant Garden</i>	Deniece Conway	<i>GDOT</i>
Ophelia Jones	<i>Town of Sedalia</i>	Elizabeth James	<i>COG-PTD/GTA</i>
David Willauer	<i>IEM, Inc.</i>	Bruce Adams	<i>GDOT/GTA</i>
Don Campbell	<i>Guilford County Emergency Management</i>	George Linney	<i>GDOT/GTA</i>
Alex Jakubsen	<i>Rhinoceros Times</i>		

Planning for the transportation future

Robbie Perkins called the meeting to order at 2:00 p.m.

Action Items

1. Conflict of Interest Policy Statement

Robbie Perkins read the Conflict of Interest Policy Statement required by the State Ethics Act. The policy statement states that it is the responsibility of each committee member to avoid conflicts of interest and if there are any, to present them before the committee at the beginning of the TAC meeting. There were no conflicts of interest identified before the TAC.

Robbie Perkins reminded the TAC that April 15, 2013 is the deadline for sending in the Statement of Economic Interest form for compliance with the State Ethics Act.

2. Recognition of TAC Service

Robbie Perkins recognized Mike Fox for his service on the TAC. Mike Fox stated that it has been a pleasure serving on the TAC and will introduce his successor at the end of the meeting. Kirk Perkins was next recognized for serving seven years on the TAC. Kirk Perkins stated that it has been an honor to serve on the TAC and praised staff. Mike Winstead was also recognized, although he could not make the meeting.

3. Approve Minutes of January 23, 2013

Robbie Perkins presented the minutes of January 23, 2013. T. Dianne Bellamy-Small moved for approval of the minutes. Mike Fox seconded the motion. The Committee voted unanimously to approve the minutes of the January 23, 2013 meeting.

4. Reports, Concerns, and Discussion from MPO Area Towns

There were no reports, concerns, or discussions from MPO area towns brought before the TAC.

5. Public Comments

Bill Greene, Town Council Member of Pleasant Garden, requested future guidance, assistance, and funding support from the MPO for the Town of Pleasant Garden for beautification, streetscape, and pedestrian/bicycle improvements in the town. The Town of Pleasant Garden has identified needed improvements for street lighting, sidewalks, signage, and traffic calming measures.

Robbie Perkins inquired about the specific area or if there was a map to accompany the request. Mike Mills noted that NCDOT has met with Pleasant Garden representatives and are working on an area specific map for the town in accordance with this request. Right of way and intersection improvements are being considered.

6. TCC Bylaw Changes

Tyler Meyer presented a revision of the TCC Bylaws to reference the implementation of the State Ethics Act. The changes state that it is the responsibility of the TCC voting members to comply with the State Ethics Act as of January 1, 2013. In addition, the TCC voting member list has been revised. A few of the voting members were made non-voting, ex officio advisory members, such as the PTRC and Public Transportation Division. Action from the TAC is required to amend the Bylaws.

Mike Fox moved to approve the TCC Bylaw changes. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the TCC Bylaw changes.

7. TAC Bylaw Changes

Tyler Meyer presented a revision of the TAC Bylaws to reference the implementation of the State Ethics Act. Unlike the TCC Bylaw changes, it was unnecessary to identify ex officio, non-voting members. The remaining State Ethics Act requirements were identified in the amendment, similar to the TCC Amendments. The recommended action is for the TAC to approve the TAC Bylaw amendments.

Dena Barnes noted that the Town of Sedalia needs to be referenced on the Bylaw voting member list.

Marikay Abuzuaiter moved to approve the TAC Bylaw Changes with the correction to reference the Town of Sedalia. Mike Fox seconded the motion. The TAC voted to pass the approval of the TAC Bylaw Changes with the correction.

8. Transit MTIP Amendments for MAP-21 Changes

Tyler Meyer presented on changes to the Transit MTIP that are necessary in order to reflect adjustments made by the new transportation bill, *Moving Ahead for Progress in the 21st Century* (MAP-21). MAP-21 was a legislative change to transform transportation funding programs and revise funding levels for FY 2013 and 2014. The changes from MAP-21 include reducing Section 5307 (Urbanized Area Formula Grants) funding levels from \$5.4 million to \$4.7 million, a reduction of about \$700,000, which will require rearranging funding between various 5307 projects. Section 5339 (Bus and Bus Facilities Formula Grants) is a new program specifically for bus acquisition that replaces Section 5309. Section 5339 allocates funding to urban areas from a formula grant that is based on population and transit usage statistics, rather than from Congressional earmarks or competitive grants that was the basis of Section 5309 funding. In addition to the amendments made to Section 5307 and the creation of Section 5339, the *JARC* and *New Freedom* programs were eliminated. This is a reduction of about \$240,000, but it is largely offset by the MPO now being eligible for \$230,000 in funds from Section 5310, *Enhanced Mobility for Seniors and Individuals with Disabilities*. Programs that were eligible for *JARC* funding can be funded through 5307 and *New Freedom* projects are eligible for funding under Section 5310. Net funding levels were reduced by \$165,000, but the impact to operations is more significant than would appear, since \$535,000 of the new funding allocation is now dedicated to Section 5339 and is only eligible for bus acquisition. Under MAP-21, transit systems of GTA's size and category can use some funding from Section 5307 for operating expenses as well. The recommended action is for the TAC to approve the Transit MTIP Amendments based on MAP-21.

T. Dianne Bellamy-Small requested clarification on the *JARC* and *New Freedom* funding. Meyer answered that *JARC* and *New Freedom* have been eliminated, but the MPO is now eligible for Section 5310 funds in their place. It is not an exact replacement, because the eligibility is not the same. *JARC* projects are still eligible under Section 5307, but Section 5310 is for more SCAT-like projects. Bellamy-Small raised concerns about the service impact of the changes. Meyer advised that the impact on individuals would be minimal, since the funds could still be utilized for these projects.

Robbie Perkins inquired about the reduction by \$165,000. Meyer advised that it is an overall reduction, based on what the MAP-21 legislation provides for FY 2013-2014. It is subject to future federal action and could change.

Zack Matheny moved to approve the Transit MTIP Amendments for MAP-21 changes. Mike Fox seconded the motion. The TAC voted unanimously to approve the Transit MTIP Amendments for MAP-21 changes.

9. Designate City of Greensboro Section 5310 Funds Recipient

Tyler Meyer presented on the recommendation to have City of Greensboro become the designated recipient for Section 5310 funds. Each FTA formula program requires a designated recipient to receive the local funds and, when needed, to disburse the funds to other agencies in the area. The City of Greensboro, through GTA, already served as the recipient for *JARC* and *New Freedom* funds, but action is required to designate the City of Greensboro as the recipient for Section 5310 funds as required by MAP-21. The City of Greensboro is the logical choice for becoming the local recipient because it has experience and resources to manage the funds from the program. The recommended action is for the TAC to approve the designation of the City of Greensboro as the Section 5310 Funds Recipient.

Robbie Perkins inquired if there are any alternatives to the City of Greensboro becoming the recipient of the Section 5310 Funds. Meyer indicated that it is possible that Guilford County could become the designated recipient. However, they do not have the support services or experience with FTA requirements and procedures to administer the funds, and in the past have relied on the City of Greensboro to be the designated recipient even when the county was to receive *JARC* and *New Freedom* funds.

Marikay Abuzuaiter inquired about the selection process for projects. Meyer noted that it was required that there be a competitive selection process for *JARC* and *New Freedom* funding administered in accordance with the Coordinated Human Service Transportation Plan. While it is still necessary to use the Coordinated Plan as a guide for selecting projects, staff is still determining if Section 5310 funds need to be dispersed from a competitive process.

Marikay Abuzuaiter moved to approve the designation of the City of Greensboro as the Section 5310 Funds Recipient. Zack Matheny seconded the motion. The TAC voted unanimously to approve the City of Greensboro as the Section 5310 Funds Recipient.

10. STP-DA Action & Transit MTIP Amendment for GTA Preventive Maintenance

Tyler Meyer presented the STP-DA Action & Transit MTIP Amendment related to the GTA Preventative Maintenance. Section 5307 funds have been reduced under MAP-21 by \$700,000. Significant service cuts for GTA will be required without additional revenue. If service cuts are made, additional future 5307 funding cuts would occur because the funding formula reflects revenue service hours. GTA has requested, and GDOT recommends an additional supplement of \$1.4 million from the STP-DA Funding Program for FY 2014. This supplement would allow GTA to sustain current service and provide time to seek service efficiencies and additional revenues.

The J. Douglas Galyon Depot opened in 2002, and since that time, GTA service has improved significantly. Sunday and evening services were initially implemented on a limited route system. Then headways on selected routes and times of day were reduced from one hour s to thirty minutes. Another dramatic improvement for GTA was the implementation of the HEAT Bus in 2006, which provided for college student travel needs for the various colleges around the city. Thirty minute headways were then implemented throughout the weekday fixed route system, connector routes were established, and paratransit service was extended to cover the entire city limits. In 2008 the weekday route system was extended to cover the evening routes until 11:30 PM nightly. High-capacity, hybrid buses were then introduced to the GTA system. In 2012, the Operations and Administrative Facility was established to provide for future growth of the GTA system. These and other improvements allowed for ridership to more than double since 2002, with over 4.5 million trips in 2012. Compared to the other public transit agencies in the region, GTA ridership has increased dramatically over the last decade. This increase in ridership and improvements in service is directly attributable to increased local investments in the system and demonstrates a strong demand in the travelling public for improved transit services.

Meyer explained that a mix of local funding increases, robust federal funding support, and state support over this period has been key to the increased investment and ridership. However, the current reduction in Section 5307 funds coupled with local funding reductions under the 2011-2012 and 2012-2013 City of Greensboro budgets mean service cuts would be required in FY 2014 without additional revenues. Additional revenues at this time are recommended to come from reallocating \$523,000 in STP-DA funds from a FY 2013 bus purchase , \$563,000 in sidewalk construction contract cost savings, and \$314,000 in deferred FY 2013 sidewalk right of way funding. These additional revenues would support GTA service costs in FY 2014 to provide time for GTA to seek service efficiencies (including the opportunity for a new service contract) and new revenue sources needed to preserve service levels in the future. The recommended action is for the TAC to approve the STP-DA funding for GTA preventative maintenance and amend the Transit MTIP.

T. Dianne Bellamy-Small inquired about the HEAT Bus System funding. Adam Fischer advised that HEAT operating costs are fully funded by the five participating universities. Guilford College and Greensboro College are not participating.

Bellamy-Small asked Robbie Perkins if the tax rate could be increased from 3.34% to 3.5% to help fund GTA. Perkins advised that the tax increase would cover only some of the shortfall, providing about \$400,000 in additional funding. Also, such an increase may not be an option for consideration until the next budget cycle. Bellamy-Small noted that many individuals depend on these services to commute to employment clusters and schools outside the center of the city. The cost to own a car is prohibitive for many people, and transit riders are using the services make trips for a variety of reasons. Fischer noted that fares have been

increased from \$1.00 five years ago up to \$1.50 today. Perkins stated that in order to decrease GTA service, public hearings are required to get feedback from the community first. Fischer confirmed this and advised if the funds are not approved today, GTA service cuts will include the late night service routes and reducing daytime routes to an hourly schedule.

Perkins noted that this funding will provide time to search for additional revenue sources for GTA, and service cuts now could result in less funding later. Fischer noted that the savings from sidewalk construction costs and right of way, along with deferring a bus purchase will provide the funds needed for the GTA preventative maintenance. Perkins advised that it is important to deliver the message to citizens about the difficulties that GTA is experiencing.

Fischer noted that there are services expansions needed that are unable to be funded. Zack Matheny raised the concern that this is only a temporary solution for the dilemma that GTA is facing. Bellamy-Small inquired about raising the automobile registration fee by \$5.00. Matheny stated that the political climate in the state legislature will most likely prevent that request from being approved. The City of Greensboro, MPO, and ridership need to work together to find a permanent solution.

Bellamy-Small inquired about the highest bus fare rate in North Carolina. Fischer indicated that it is \$2.00 in Charlotte, and they also have a sales tax that helps subsidize the system. Matheny noted that Charlotte's bus system has many amenities such as covered bus shelters and well-lit areas that contribute to the service quality. Bellamy-Small expressed her concern on how reducing service would make it more difficult for riders to reach their destinations in a timely manner. Fischer explained that using the STP-DA funds is the best option at this time. Matheny calculated that increasing the bus fare to \$2.00 could raise \$2.2 million in revenue. Bellamy-Small noted that if the bus fare was increased that much, riders would expect much better amenities.

Perkins inquired about the methodology of the bus fare increase. Fischer noted that the bus fare was increased by 10 cents for three years in a row and in 2012 it was increased 20 cents, which it is now \$1.50. If the fares were to be increased, it would not be until July of 2014.

Mike Fox inquired about the revenues from advertising on the buses. Fischer said that not much revenue comes from that. Perkins asked about the fare box recovery rate. Fischer answered that it is about 27%, which is on par with other transit systems.

Alan Branson inquired about the cost per trip per mile and the maintenance schedule for GTA buses. Elizabeth James noted that the cost per passenger is \$3.00 with a fare of \$1.50 on a fixed route service; therefore the fare covers about 50% of the cost per passenger. Bruce Adams noted that the FTA will allow buses to be replaced at 12 years or 500,000 miles, whichever comes first. The 2002 buses are due for replacements soon.

Marikay Abuzuaiter inquired about the possibility of a new service contract. Fischer noted that the contract with the current contractor will be up in January 2014. Negotiations with new contractors could decrease costs to GTA. Branson noted the importance of planning for rising fuel costs.

T. Dianne Bellamy-Small moved to approve the STP-DA Action and Transit MTIP Amendment for GTA Preventative Maintenance. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to pass the STP-DA Action and Transit MTIP Amendment for GTA Preventative Maintenance.

Perkins advised that staff should be sensitive to the concerns of the City Council on these funding issues. Bellamy-Small requested that the City Council be informed of the dilemma that GTA faces and a presentation should be developed.

Business / Potential Action Items

1. NC Statewide Hazardous Materials Study: Phase 5

David Willauer, with IEM, Inc., presented on Phase 5 of the NC Statewide Hazardous Materials Study which aids in long range freight planning. Willauer introduced Don Campbell, the Emergency Management Coordinator for Guilford County. Campbell stated that he coordinates with the City of Greensboro, the City of High Point, and the NC Emergency Management liaison in disaster planning. Campbell is also on the Local Emergency Planning Committee (LEPC). Willauer stated that his goal in presenting the study is to unite the LEPC and the MPO in emergency and transportation planning.

North Carolina Emergency Management contracted with IEM, Inc. to conduct the Statewide Hazardous Material Study to collect data on the volume of hazardous materials being transported throughout the state, the location of hazardous material facilities, where they are being shipped, and to develop a regional hazardous materials planning process. Willauer advised that North Carolina has the third most chemical manufacturers in the country. The state has been divided into Domestic Preparedness Regions (DPRs) in order to better prepare for chemical transportation accidents. For the last year of the study, IEM is evaluating Regions 5 & 7, which includes Guilford County, the Charlotte area, and the surrounding counties. This area contains the highest concentration of chemical manufacturing facilities in the state. Willauer's goal is to evaluate the transportation risk depending on volume and travel direction.

By identifying chemical facilities and performing a prioritization process, the high risk chemicals can be identified. Probability, consequent, and risk assessments are done and then response capabilities are identified to aid in the planning process. Chlorine and anhydrous ammonia, which are primarily industrial chemicals, are the highest volume chemicals in Guilford County and the Charlotte area. They are more concerned about chemical shipments than petroleum shipments because chemical spills could cause damage to a much wider area. The main areas of concern are the major transportation corridors such as I-85, I-40, and the major trunklines in the area.

Willauer presented an example done in the CAMPO Region. This example showed that some corridors are more significant than others, with a higher risk. The data from Wake County was analyzed based on downwind hazard zones and the communities that would be impacted. A surprising amount of schools have been constructed downwind from chemical manufacturing facilities. Willauer addressed the importance of this study for long range planning of critical facilities such as schools and hospitals.

Willauer advised that the transport of ethanol is an increasing risk for every urban area. Ethanol is transported via railroads to major urban areas in the country; it is then splash blended with gasoline, and distributed by trucks. It is difficult for firefighters to put out an ethanol fire because they must use an alcohol-based foam to control it, as water only spreads the fire around. In addition, firefighters may not know exactly how much foam they need to use in an incident because it can be difficult to determine the ratio of ethanol to gasoline. The hazardous materials placard representations that are located on the vehicles have very different numbers for different blends of ethanol.

Willauer stated that their study should run through September 2013, and he could come back to give an update at that time. They could also have Guilford County be involved in a risk assessment like the one they did for Wake County, if there is interest. Contact should be made with Don Campbell or Patrick Lake, the NCEM Project Manager, for more information about the county risk assessment.

Mike Fox noted that there is a tank farm near I-40 that caught fire in the recent past, requiring the interstate highway to be shut down, and requested more information on what they should be aware of for dealing with situations with those types of facilities. Willauer stated that care should be taken in determining what is located near that facility, and he hopes his presentation raises awareness on these issues.

Bellamy-Small inquired about regional coordination for the alcohol-based foam used to put out ethanol

fires. Campbell explained that Guilford County does coordinate on a regional basis to make sure dangers from hazardous materials are contained. Bellamy-Small inquired about signage and moving truck routes away from residential areas. Willauer stated that their study will not get that detailed, but they may make recommendations if it is apparent that a safer route could be found. Campbell indicated that Guilford County has worked with some companies to identify better routes for trucks, and he or the emergency managers at the City of Greensboro should be contacted if there is a concern about a particular company.

Marikay Abuzuaiter inquired about computerized chemical movement databases for the transport carriers. Willauer noted that many of the trucks have GPS systems located inside their vehicles and are very careful. Campbell stated that emergency management does not have access to this information, except for rail carriers. Alan Branson said that the Department of Motor Vehicles will keep track of that information. Willauer noted that many federal agencies are keeping track of these shipments as well.

Bellamy-Small noted that public education is important for hazard planning and requested assistance for a public outreach effort. Campbell noted that the county has a telephone system called Genie to inform people in the area of a hazardous accident.

Robbie Perkins thanked David Willauer for his presentation.

2. Draft UPWP & Self-Certification

Tyler Meyer presented the draft Unified Planning Work Program, which estimates FY 2013-2014 funding based on MAP-21. Section 104(f) Federal Highway Planning Funds are estimated at \$415,209, including \$315,631 of Federal Highway Funds and \$31,669 from the NCDOT to keep the funds from falling below previous years (\$347,300 in FY 2012). The NCDOT funds are pulled from unspent funds from other MPOs in the state that have not used them, rolled over from previous years. Section 5303 FTA Transit Planning funds are estimated at \$111,152 for FY 2013-2014.

Priority work initiatives include completing the BiPed Plan Update, amending the LRTP, and performing a Conformity Analysis. In addition, the development of performance measures is required for MAP-21 compliance and to strengthen the data-driven planning process. Feasibility studies are anticipated to support project development needs for areas such as East Greensboro and Summerfield. In addition, participation in the regional Piedmont Greenway Feasibility Study coordinated by Kernersville is anticipated. Public awareness of the online Roadway Project Locator tool is a pending project. The Regional Model Work Plan performs traffic and freight model analyses in addition to collecting data for the Congestion Management Program. Prioritization of the TIP within the next year is expected. The UPWP Administrative Table summarizes the distribution of work amongst the planning areas. Comments on the draft will be accepted before the final UPWP is completed in April. The final UPWP will be presented and voted on during the April 17, 2013 TAC meeting in order to meet NCDOT's guidelines for finalizing the document.

Mike Fox inquired how the feedback went for the public hearing during the FHWA Review. Tyler Meyer noted that 10 speakers participated including member agencies and mayors and the MPO anticipates a good review from the FHWA.

3. Strategic Reports

Tyler Meyer welcomed Daniel Amstutz as the MPO's new transportation planner.

Meyer reiterated that the State Ethics Act filing is due April 15th.

The Coordinated Human Services Transportation Plan will be updated soon to account for MAP-21 changes and allow for the receipt of Section 5310 funds. Also, the MPO Boundary Structure and Governance Report is due to comply with state law in coordinating with surrounding MPOs. It does not require MPO action, but it will be presented in the next meeting.

Lydia McIntyre has been working on the Congestion Management Process. The CMP is required to determine the need for future projects and justification for them, which includes public transit and bicycle and pedestrian projects. McIntyre will give a presentation at the next meeting about the details.

4. Project Updates

New project U-2524BC, Western Urban Loop Interchange Modification: Craig McKinney presented on Project U-2524BC, which includes the modification of the interchange at Bryan Blvd, I-73, and I-40. This project will incorporate improvements to the ramps, adding additional lanes, and is intended to not delay Project I-5110. An environmental document will be done for the interchange and one additional lane, perhaps two, is anticipated. An air quality conformity analysis will have to be done as well as amendment to the LRTP, MTIP, and the STIP. This project is expected to be part of a design-build contract with I-5110. The project will be advertised for bids in August and is expected to begin construction in December.

Mike Fox inquired about the cost of this project. McKinney noted that the MPO is still waiting to hear on the cost estimates for this project, but he expects it to be less than half the cost of a normal interchange. Fox expressed concern about the timeline for project completion in relation to I-5110. McKinney stated that this project will be incorporated with the design-build for Project I-5110.

US 29 – Reedy Fork Parkway Interchange: Project R-4707 will rebuild the interchange at US-29/Reedy Fork Parkway. The current scope of this project is being reassessed to ensure that a cost effective project can be implemented in a timely fashion. NCDOT has identified bridge funds that can support the bridge replacement costs of the interchange reconstruction. A number of options for the remainder of the work will be developed. Analysis will review these options to see which could be expected to best meet demands in a cost effective manner.

Mike Fox noted that the bridge needs replacing, but it does incorporate into the long term plan for this area. The roadway designers in Raleigh are looking for alternatives to building a temporary bridge. Meyer noted that since the Environmental Document is not complete, this project can be incorporated into it. Robbie Perkins noted that this is an important project from an economic development perspective, as it is near to Bryan Park and a large employer. McKinney stated that they should have some alternatives to look at in a few weeks. Lydia McIntyre noted that cost for this project decreased from \$46 million to \$8 million.

Traffic Separation Study (TSS) for East Greensboro: The NCDOT Rail Division conducted a public workshop on a new Traffic Separation Study for East Greensboro. This involves a grade separation at Franklin Blvd., closing several crossings, realigning Ward Road at US-70, and a future Grade Separation Study at Wagner Bend. Seven crossings are currently under consideration, with four to be closed entirely and three to be converted to grade separated crossings. More information about this project will be available in the next few months. This is currently an unfunded project.

Robbie Perkins noted that the realignment for Franklin Boulevard could have been a key connector for East Greensboro. McKinney noted that the realignment of Ward road near GTCC is the major piece in this project. Perkins inquired on the timeframe for this project. McKinney stated that short-, medium-, and long-term options will be considered. Meyer noted that the North Carolina Rail Division would fund this project, as it is part of their long-range planning.

On April 8th McKinney will attend a public hearing map review for the McLeansville Road Grade Separation project in Raleigh.

The Greensboro Engineering Division oversaw a public involvement meeting to review the plans for the Holt's Chapel Road and Lowdermilk Street project. No major issues were addressed other than some concerns about retaining walls impacting properties. Sidewalks will be constructed on both sides of Holts Chapel Road and Lowdermilk Street supported by STP-DA and City Transportation Bond funds.

Other Items

1. Board Member Update

Mike Fox welcomed Cheryl McQueary who will replace his position on the TAC. Cheryl has varied experience at the U.S. DOT and in the private sector. Fox praised the MPO staff for their expertise and their ability to demonstrate the needs of projects in applying for funding. He also thanked TAC Board Members and Mike Mills for their service.

Robbie Perkins thanked Fox for his time serving on the board.

2. Regional Updates

Scott Rhine noted that a handout from PART had been circulated, and if there were any questions to contact him.

3. Wrap-Up

The next TAC meeting will be on April 17th.

The TCC was adjourned by Robbie Perkins at 3:38 pm.